

SCOUTS ARE IN SEARCH FOR TALENT

Comb Bushes for Likely Looking Youngsters for Major Clubs.

EACH TEAM HAS SO MANY SCOUTS

By JACK VICKROCK.

NEW YORK, Sept. 6.—The "ivy hunters" are making the most of the open season for combing the minor leagues in search of promising young players who will be used to bolster major league teams in 1920.

Big league scouts are snooping about everywhere, and a majority of them are covering more territory than usual because of the type demanded by managers in the big show is scarce.

War is the Cause. The war kept many a young player out of the game for a season or longer and forced many a minor league club to close its park in 1917 and 1918. As a result, the minors have scarcely settled down to their former level, and where a league used to be known for its class it is difficult today to size up a player by judging his showing in a few games.

The scout must know what kind of ball the league is putting up to be able to figure on the class of any one player, even though he may have all the makings of a coming star.

It is the business of the scout to pick the good ones and then the lemons to prevent his employer from spending money on material that needs more seasoning. Hence the search of the scout this year has been more difficult than usual, and he has been forced to look over players with greater care.

Young outfielders who can hit the ball are in great demand. They are scarce as hens' teeth. Good young shortstops, but good shortstop recruits are always scarce. Pitching material means big money, and if reports from the minors have

E. C. Davis More Than Pleased With New Nash

One of the most convincing things about the new Nash cars is its increasing choice of selection by the younger set of business men, who for various reasons give their preference to these finer features so often ignored by older persons, said O. C. Youngblood, of the Fry Motor company. "By this I mean to say that in these days something more is demanded of a car by the average person than mere mechanical excellence or even superiority. It must not only be a good car, but it must also bear marks of refinement."

A recent indication of this discerning sense is reflected in the choice of a Nash by E. C. Davis, general manager of the Times. Says Mr. Youngblood: "After satisfying himself of the mechanical excellence of the Nash, Mr. Davis next considered its speed and endurance, its general appearance, its riding qualities, its luxury and comfort. Shortly after buying, he had occasion to test all these points on his recent trip to meet the governor at Sierra Blanca. While many cars failed on the way there or back, Mr. Davis's car took the road at the rate of 60 miles an hour when occasion demanded, and acquitted itself generally in such a manner as to win the praise and approval of all who witnessed its performance."

Not been exaggerated there will be some crack young pitchers ready for a fling at the big show by the time the spring training season rolls around.

Kinsella and Devlin. About the veteran actors who are busily engaged in the hunt for talent this year are Dick Kinsella and Artie Devlin, who do the sleuthing for John McDraw, Jimmy Malloy and Otto Knebe are doing like service for the Chicago Cubs.

Levy Senter, the veteran who brought out such players as Zach Wheat and Jake Drouber, is scouting for the Phillies; while Gene McManis is searching for ivory for the Cincinnati Reds. Bob Carey, Pat Clitz and Joe Kelly represent the keen-eyed brigade employed by the Yankees, while Ed Walsh, only a few years ago the greatest star of the Chicago Sox, is scouting for Comiskey. Joe Engel is with Washington this year and is searching the sticks for Connie Mack. Lee Fohl, until recently manager of the Indians, is now doing scouting duty for Jim Dunn, along with Bob McAllister. Detroit has Billy Sullivan and Bill Doolan; Boston has Hugh Duffy and Ed Holly; and Bobby Quinn and old Joe Sugden, veteran among veteran catchers, are the "ivy hunters" for the St. Louis Browns.

May Sanction Bout Between Sudenberg And Kid George

EL PASO boxing fans who are eagerly awaiting news of whether the Kid Fred George-Johnny Sudenberg scheduled 15 round contest will be staged or not, will know within the next 24 hours. It was stated Saturday morning. Arrangements were made Friday afternoon to take the matter up with Maj. Gen. Joseph T. Dickman, commanding the southern department, as if the fight is not permitted it will mean a great expense to those having the affair in charge. While the order prohibiting the bout was issued on September 1, it did not arrive in El Paso until four days later and consequently the bout has been thoroughly advertised.

As Boost to Game. A contest of the order of the proposed Sudenberg-George fight would result in a fitting end to the glove game in this district, as both are clean, clever boxers who received the endorsement of more than 2000 fans in their last meeting and would obtain results in drawing a big house.

Neither of the boxers have been put on for successive bouts here and in the ring their boxing is conducted on the club membership plan and is not that with the endorsement of a number of citizens it could be obtained here.

R. Lincoln And Payo May Meet In Tucson, Ariz., Ring

MANAGER Earl Mohan, that capable athletic leader who looks out for the business of Ralph Lincoln, while disappointed at the sudden ending of the fight same in El Paso, is planning a contest between his protégé and Gene Payo to be held elsewhere for the benefit of the southwestern boxing fans, who would like to have the question of supremacy between them definitely settled.

The two little scrappers were originally billed to meet in El Paso on October 2, and both were keenly disappointed when the contest failed to materialize. A number of southwestern cities are standing for the match, however, notably Tucson.

Manager Mohan has been in touch with promoters in the western city for several days, and as Lincoln is a tremendous card in the little western metropolis, it is regarded as certain that promoter Eganov will put forth his best efforts to stage the contest within the next month.

He has several bouts lined up for dates at his arena within the next three weeks, one being between Chet West and Al McManis, but it is felt that a clear

SPORTOGRAPHY By "Gravy"

MAY I not remind Sir Thomas Lipton that it is now unlawful to lift the cup in this country.

HOW THE MIGHTY HAVE FALLEN. The Willard abdication is fresh in our minds, but it might not be amiss to recall the falls of other champions.

One of the grandest losing struggles ever witnessed was the fight in which the beloved Jack Dempsey, the "Nonpareil" lost his title to Bob Fitzsimmons, down in New Orleans in 1901.

Fitz was coming then and Dempsey was going. Jack was in it from the start, and as early as the third round was practically out, the great saying him repeatedly. Thereafter it was pitiful to see him go in round after round, to be again like a punching bag, in the 16th round Fitz begged the game Dempsey to give up.

"I'll never quit," was the stoical Nonpareil's reply. "You'll have to knock me out. I'd hit you if I could."

In the 17th round Lanky Bob had to smash him to the floor three times before he was able to get up.

Old John L. stood up before the youthful and cruel Corbett for 21 rounds down in New Orleans, on September 7, 1902, before his body gave way and he was forced to surrender. The old untamed gladiator had fought the title for 12 long years, and don't think for a moment he was easy that night when he saw it slipping from his grasp. An hour before the fight was ended Sullivan realized that, harring a lucky accident, he was up against it, and in his mind he framed up the many speech that he delivered from the ring after it was all over. He was dead game, however, and fought on as best he could, hoping against hope that some trick of fate would turn the tide of battle his way, and

enable him to snatch a victory from the jaws of defeat.

That lucky something did not occur, and in the 22nd round Corbett saw the old warrior's knees shake under him, and immediately took the champion down. The overcast champion has been working with Gene Delmont and is in splendid physical condition.

Gene Payo is just as anxious as Lincoln for a meeting, and he has readily agreed to box the coast champion in any city in the southwest where he believes the term of the fight can be arranged.

He will continue light work until definite news is heard of the Lincoln bout, and will then increase his training.

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Big Purses Up For State Fair Auto Race Card

Three Events On Program Of Arizona State Fair Commission.

Phoenix, Ariz., Sept. 6.—George Purdy Bullard, superintendent of auto races for the Arizona state fair, has received a wire from Richard Konrad, New York, national chairman of the contest board of the American Automobile association of America, giving full sanction for the auto races to be held here the last day of the fair, November 8.

All preliminary arrangements for automobile day have been completed, said Mr. Bullard. The fair commission has set aside a liberal allowance for purses and now that the 3-A sanction has been obtained there is every assurance at this time that many speed demons will be here to contend for supremacy on the fastest dirt track in America.

Enthusiasm Is High. "I have just returned from the coast," continued Mr. Bullard, "and I find there a lively interest in the racing game. On Thanksgiving day the last race to be staged at Ascot park speedway has been arranged with purses aggregating \$25,000. This is going to be the biggest speed event on the coast yet and is expected to attract a large number of eastern drivers. We are now getting in touch with the main head office of the association to plan their western trips early to permit of participating in the contest."

While on the coast I had the assurance from Cliff Durant that both he and O'Hearn will drive Chevrolet in the main event.

Los Angeles to Phoenix. "One of the objects of my trip to the coast this summer was to revive if possible the Los Angeles to Phoenix road race and I had assurances from Harvey Herick and other drivers who participated in the Southern race that they would enter this year. For a time everything seemed favorable, but the State Highway Commission of California, which ruled that state highways are not to be used as race courses. When it became evident that it was hopeless for the revival of the road race we decided to concentrate our endeavors on the track program, which we have every reason to believe will be fully up to the expectations of Arizona speed fans."

Big Purses Offered. "The first event will be 100 mile free for all. The purse money will be divided as follows: \$1,500 to the first machine over the line, \$1,000 to the second and \$1,000 to the third. No entrance fee will be charged for this event. As a special inducement to the drivers of the Southwest a twenty-five mile race will be staged as the second event and this will be limited to the drivers of Arizona, New Mexico and Texas. The purse of \$1,000 will be divided \$500 to the first, \$250 to the second, \$250 to the third.

Track in Good Shape. "Summer rains, I am told, have placed the track in excellent condition for automobile racing, and with the work of setting the surface in good shape and proper oiling of the track I am confident that it will be in better condition this year than ever before and that as a result many local track records may be shattered."

Southern Border Motor Company Cancels Paige Contract for Trucks.

Announcement was made Saturday of the canceling of the Paige pleasure motor contract by the Southern Border Motor company, in order that more attention might be devoted to the requirements of the Republic truck and Harv-Parr tractor business. There has been a steady increase in the demand for standard trucks during the past six months and L. A. Thompson, general manager of the Southern Border Motor company, states that it is to the best interests of all concerned that the firm discontinue the sale of pleasure cars in order to give the truck and tractor business the energy of the entire sales force.

EL PASO SOLDIER RETURNS TO START BUSINESS HERE.

John A. Williamson, son of Sam Williamson, of the El Paso hotel and wheel works, has returned to El Paso after 12 months overseas with the American expeditionary forces. Williamson was in the army service for a total of 28 months, being a chief machinist. He was one of the aeroplane machinists sent by the United States army officials to repair the motors of the R-14, the giant British dirigible, which recently made a trip across the Atlantic ocean. He will engage in business with his father at 1800 Texas street, running an automobile repair shop, where he will make motors a specialty.

THE CLASS IN SPORTOGRAPHY. Today is the 25th birthday of Billy McCarthy to New Orleans to a war. This was 11 years ago that his knockout by Bob Fitzsimmons.

What is the major league, consecutive scoreless inning record? Answer Monday.

Camping Grounds For Auto Makes Good Impression

El Paso Visited By Thousands Of Tourists Annually In Automobiles.


El Paso's natural gateway which has made the southern highway route to the Pacific coast an attractive one for several years past is undergoing an increase in popularity, due to the establishment of the public automobile camping grounds at Washington park and which are visited daily by tourists en route to eastern and western points. During the months of July and August an average of eight to ten thousand automobiles are registered each day at the headquarters of the El Paso Automobile club in the Sheldon hotel and are directed to the camping grounds, where facilities have been provided for their use.

Traffic Increases. Highway traffic through El Paso this year bids fair to double that of 1918, as while there were 2100 cars registered here last year, indications are that at least 3900 will have passed through before the beginning of 1920. The condition of the roads has held down traffic to a slight extent for the past few days, but with the cessation of the rains throughout the season it is believed that the volume of traffic will be stronger than ever. They are greatly aided by the signs placed at timely intervals along the route by the El Paso Automobile club.

Like the Sign. "Encouraged by the strong tourists are taking advantage of the opportunity to call into the headquarters of the Automobile club and give a description of the road conditions and also to obtain information themselves," said Miss Buena Glider. "Dealers and others who are in a position to be informed of road conditions are also very kind to notify the club headquarters and this information is much appreciated."

"The automobile camping grounds provided by the city are causing much comment favorable to El Paso. There were two tourists from Michigan in the city who were surprised to learn that there was a public camping ground for visiting cars and were much gratified at the conditions."

"They also spoke very enthusiastically of the thoroughness with which signs had been placed along the highway."



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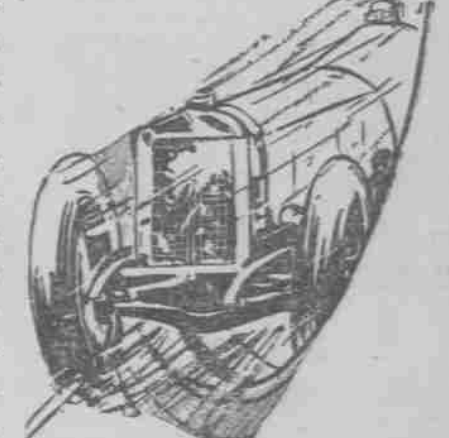
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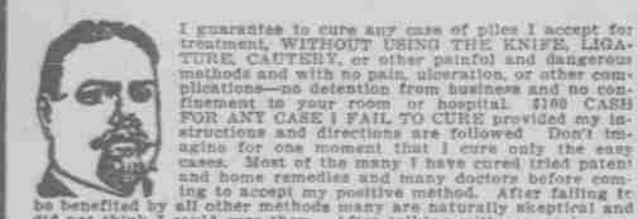
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